

# THE HAWAIIAN STAR

DAILY SEMI-WEEKLY.

Daily published every afternoon (except Sunday) by the Hawaiian Star Newspaper Association, Ltd., McCandless Building, Bethel street, Honolulu, T. H.

Entered at the Postoffice at Honolulu as second-class mail matter.

## SUBSCRIPTION RATES, PAYABLE IN ADVANCE.

Daily, anywhere in the Islands, per month.....	\$ .75
Daily, anywhere in the Islands, three months.....	2.00
Daily, anywhere in the Islands, six months.....	4.00
Daily, anywhere in the Islands, one year.....	8.00
Daily, to foreign countries, one year.....	12.00
Semi-Weekly, anywhere in the Islands, one year.....	2.00
Semi-Weekly to foreign countries, one year.....	3.00

Advertising rates supplied upon request.

L. D. TIMMONS, MANAGER  
Business office telephone, 2365; postoffice box, 366.

## Oceanic Steamship Company

### Sierra Schedule

LEAVE S. F.	ARRIVE HON.	LEAVE HON.	ARRIVE S. F.
FEB. 16	FEB. 23	FEB. 6	FEB. 13
MAR. 8	MAR. 15	FEB. 23	MAR. 5
MAR. 30	APR. 6	MAR. 20	MAR. 26
	APR. 10		APR. 16

RATES from Honolulu to San Francisco: First Class, \$65; Round Trip, \$110. Family Room, extra.  
Reservations will not be held later than Forty-Eight hours prior to the advertised sailing time unless tickets are paid for in full.

FOR PARTICULARS, APPLY TO

## C Brewer & Co., Ltd.

GENERAL AGENTS.

## Canadian-Australian Royal Mail Steamship Co.

Steamers of the above line running in connection with the CANADIAN-PACIFIC RAILWAY COMPANY, between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Auckland, N. Z.

FOR FIJI AND AUSTRALIA.	FOR VANCOUVER.
S. S. MARAMA.....FEB. 28	S. S. MAKURA.....FEB. 27
S. S. MAKURA.....MAR. 27	S. S. ZEALANDIA.....MAR. 26
S. S. ZEALANDIA.....APR. 24	S. S. MARAMA.....APR. 23

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.

## Theo. H. Davies & Co., Ltd., Gen'l Agents

## Pacific Mail Steamship Co.

Steamers of the above company will call at Honolulu and leave this port on or about the dates mentioned below:

For the Orient:	For San Francisco.
S. S. PERIA.....FEB. 20	S. S. KOREA.....FEB. 2
S. S. KOREA.....FEB. 26	S. S. SIBERIA.....FEB. 17
	S. S. CHINA.....FEB. 23

\* Will call at Manila.

For general information apply to

## H. Hackfeld & Co., - - - - - Agents

## Matson Navigation Co.'s Schedule, 1912

DIRECT SERVICE BETWEEN SAN FRANCISCO AND HONOLULU.

Arrive from San Francisco.	Sail for San Francisco.
S. S. LURLINE.....FEB. 14	S. S. HONOLULU.....FEB. 7
S. S. WILHELMINA.....FEB. 20	S. S. LURLINE.....FEB. 20
S. S. HONOLULU.....FEB. 27	S. S. WILHELMINA.....FEB. 23
S. S. LURLINE.....MAR. 13	S. S. HONOLULU.....MAR. 6
S. S. WILHELMINA.....MAR. 19	S. S. LURLINE.....MAR. 19

S. S. Hilonian sails from San Francisco for Honolulu direct on or about February 5th.

S. S. Hyades sails from Seattle for Honolulu direct on or about February 17.

CASTLE & COOKE, LT. D., GENERAL AGENTS.

## American-Hawaiian Steamship Co.

FROM NEW YORK TO HONOLULU, via Tehuantepec, every sixth day. Freight received at all times at the Company's Wharf, 41st Street, South Brooklyn.

FROM SEATTLE OR TACOMA TO HONOLULU DIRECT:  
S. S. COLUMBIAN.....TO SAIL ABOUT FEB. 16  
S. S. ALASKAN.....TO SAIL ABOUT FEB. 27.

For further information apply to

H. HACKFELD & CO., LTD., Agents, Honolulu.  
C. P. MORSE, General Freight Agent.

## Toyo Kisen Kaisha.

Steamers of the above Company will call at and leave Honolulu on or about the dates mentioned below:

FOR THE ORIENT:	FOR SAN FRANCISCO:
S. S. NIPPON MARU.....FEB. 5	S. S. SHINYO MARU.....FEB. 9
S. S. TENYO MARU.....FEB. 12	S. S. CHIYO MARU.....MAR. 8
S. S. SHINYO MARU.....MAR. 5	NIPPON MARU.....MAR. 29
CHIYO MARU.....APR. 2	TENYO MARU.....APR. 5

## Castle & Cooke, Ltd., Agents

WHEN THE

UNION-PACIFIC TRANSFER CO.  
HANDLE YOUR BAGGAGE IT GETS ON THE RIGHT STEAMER.

Office King St., next Young Hotel. Telephones 1874 and 1875.

# Shipping And Waterfront News

(Additional Shipping on Page Five)

## SANTA MARIA SUFFERED DAMAGE

### Lifeboat and Power Boat, Ventilator and Wireless Smashed--Missourian Undamaged--Island Arrivals

#### TIDES, SUN AND MOON.

Last quarter of the moon, Feb. 9.

Time	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
A. M.			P. M.		P. M.		A. M.		A. M.		P. M.	
5	5:10	1:30	6:24	12:35	11:46	6:35	5:54	1:10	6:58	12:08	11:19	6:30
6	6:10	1:40	7:25	1:04	12:46	6:45	6:04	1:20	7:58	12:18	11:29	6:40
7	6:41	1:50	8:25	1:15	1:46	6:55	6:14	1:30	8:58	12:28	11:39	6:50
8	6:57	1:55	9:25	1:25	2:06	7:05	6:24	1:40	9:58	12:38	11:49	7:00
9	7:06	1:4	10:24	1:34	2:26	7:15	6:34	1:50	10:58	12:48	11:59	7:10
10	7:10	1:4	11:24	1:44	2:46	7:25	6:44	1:50	11:58	12:58	12:09	7:20
11					3:06	7:35	6:54	1:50				

\* Not stated in tables.

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tide at Kahului and Hilo occur about one hour earlier than at Honolulu. Honolulu standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees 30 mins. The time of high tide at 1:30 p. m., which is the same as Greenwich 9 hours 9 minutes. The sun and moon are for local time for the whole group.

#### THE MAILS.

To San Francisco, per Honolulu, February 7.  
From San Francisco, per Tenyo Maru, February 12.  
From the Orient, per Shinyo Maru, February 8.  
To the Orient, per Tenyo Maru, February 12.  
To Australia, per Marama, February 28.  
From Australia, per Makura, February 27.

#### SHIPPING IN PORT.

(Government Vessels.)  
U. S. N. tug Navajo from Mare Island, July 20.  
U. S. S. California, West Virginia, Colorado and South Dakota.  
Glacier from San Francisco, December 24.  
U. S. L. H. tender Kukui from cruise, February 4.

(Merchant Vessels.)  
Erskine M. Phelps, from San Francisco, January 5.  
Flourance Ward, from Midway Island, January 15.  
Elfrieda, from Hamburg, January 31.  
Honolulu from Kahului, February 6.  
Santa Maria from Port Harford, February 7.  
Missourian, from Seattle, February 7.

VESSELS DUE HERE.  
From San Francisco  
Tenyo Maru, February 12.  
Lurline, February 14.  
Pera, February 20.  
Wilhelmina, February 20.  
Sierra, February 22.  
Korea, February 26.  
Honolulu, February 27.  
From Australia.  
Makura, February 27.  
Zealandia, March 26.  
Marama, April 23.  
Makura, May 21.  
Zealandia, June 18.  
Marama, July 16.  
From the Orient.  
Shinyo Maru, February 9.  
Siberia, February 17.  
China, February 23.

#### PROJECTED DEPARTURES.

For San Francisco.  
Honolulu, February 7.  
Shinyo Maru, February 9.  
Siberia, February 17.  
Lurline, February 20.  
China, February 23.  
Sierra, February 28.  
Wilhelmina, February 28.  
Manchuria, March 2.  
For Australia.  
Marama, February 28.  
Makura, March 27.  
Zealandia, April 24.  
Marama, May 22.  
Makura, June 19.  
Zealandia, July 12.  
Marama, August 14.  
For the Orient.  
Tenyo Maru, February 12.  
Pera, February 20.  
Korea, February 26.

#### INTER-ISLAND SAILINGS.

For Hawaii Ports via Maui.  
Mauna Kea, I. I. S. N. Co., every Tuesday.  
Claudine, Inter-Island S. N. Co., every Friday.  
For Maui, via Molokai.  
Likiep, every Tuesday.  
For Kauai Ports.  
W. G. Hall, I. I. S. N. Co., every Thursday.  
Kinau, I. I. S. N. Co., every Tuesday.  
For Kona and Kau Ports.  
Kilauea, I. I. S. N. Co., alternate Tuesdays and Fridays.

With her starboard lifeboat lying a shapeless mass on the blocks, the chief mate's power boat plugged so full of holes that it was useless, two ventilators gone, a binnacle lost, and drums containing distillate crumpled up, the Santa Maria slipped into port this morning from Fort Harford after having battled for twelve days with the worst storms ever known to her officers.

The Santa Maria surely paid toll to the elements, but fortunately there was no loss of life or any injury to the crew. For many years have the officers on the Santa Maria been following their calling, but the gales that the Santa Maria encountered on her run across here were the worst ever known to them.

She was an object of interest as she made fast at the railroad wharf this morning. The outward signs of the buffeting that she got were the starboard lifeboat lying crumpled up on the blocks, Chief Officer Lawson's little power boat plugged full of holes where it had been lifted time after time and crashed back to the blocks on which it set, the windows of the wireless office missing, one of the midship ventilators gone, and another from the stern to keep it company, distillate drums that once looked trim lying on the deck with their sides dented and the hoops twisted, the railing bent where the lifeboat had crashed on it and a ten ton water tank thrown out of position—these were the outward signs. But they gave no idea of the magnitude of the storm.

The lifeboat was of metal. A great heavy sea came aboard and filled it with water. Another sea came aboard a few seconds afterward and, lifting the lifeboat clear of the blocks, hurled it with full force back almost into its original position. The boat landed with a thud. The shock was too great for it. The metal work was torn away from the woodwork and the whole thing was spread almost flat. It was held in position only by the bow ropes, and one end of the woodwork dangled in the air where it had been ripped out of the stern of the boat. The mate's power boat was lifted with each sea and dumped on the blocks again. Soon the sides were punctured so full of holes that the boat is useless, and the cost of the repairs would be greater than the price of a new boat.

The force of the waves bumping the ship, which was deadened by her immense cargo of oil, was too much for the wireless aerials, and five days ago they came down with a rush. They had to be secured on the deck as best they could, and it was not until Monday afternoon that they were in position again.

One of the seas lifted the top of the ventilator as though it had been a piece of deal board, and away it went over the side in company with another from the stern of the ship. The skylights, which are of steel with plate glass ports, were lifted by the wind and fell with a loud report into their places, only to be lifted again and again. The windows of the wireless house were smashed in by the seas that swept the deck; a great big ten-ton tank was shifted several inches out of its position, a fact that is shown by the bands that held it originally. About two or three inches astern of these bands irregular streaks of rust run parallel, showing that the tank has been wrenched out of its place.

What a scene there must have been aboard that ship no one but those who were there can conceive. For nine days the men were never out of their rooms, except when they had to venture out to carry on their duties, and the whole of that time the after part of the ship could not be seen for the swirling white waters that boiled across the steel decks as the vessel wallowed and staggered along, just able to keep going in the fearful sea that was raging.

But she rode out the storm all right. She was hoisted for twenty-six hours, and instead of making the usual nine to nine and a half day passage, she took twelve days. The cargo of forty-three thousand barrels of oil that fill the ship make her as dead as a log. The seas come up and hit her, and she just staggers under them. There is not buoyancy about the oil cargo like there is about general freights, and the fifty distillate drums just strained under the awful tossing, seeming at any moment about to break away from the ropes that held them. That they did work loose was shown by the dented appearance of the drums. They look as though they had been

hammered at by some mischievous boy.

And Captain Curtis said that it was not a very bad storm.

#### MISSOURIAN WAS LUCKY.

The Missouriian seemed to escape the most of the bad weather. She got in this morning only about half a day late, and reports that no damage was done to the cargo or to the mules and horses that were on board, consigned to the Schuman Carriage Company.

Captain Lyons made a beautiful landing this morning. Stern first he backed into the railroad wharf, and soon he had the big Missouriian laid alongside the wharf without a bump, and within a very few feet of the stern of the Honolulu, which was lying farther up at the same wharf.

The Missouriian left Seattle on Sunday week at four o'clock and was, therefore, nine and a half days on the run. The weather was bad all the way, but it must be moderating on north a lot, for Captain Lyons could not call it the worst that he has ever experienced by any means. It was, however, had enough to necessitate his slowing down to save the horses and mules from being hurt in the motion of the vessel. He was thus able to prevent any loss, and all the animals reached the dock safe and sound this morning.

The Missouriian has about two thousand tons of cargo from New York, and a little over two thousand tons from the Sound ports, the bulk of which is the cargo that had to be left by the Virginian when she had her smashup. For here there are about 3500 tons, the chief items being hay for the government and water pipes for the Public Works Department. There are also some small general cargoes for Kahului and Hilo.

CLAUDINE HAS SMALL CARGO.  
The Claudine arrived from Hawaii, via ports, this morning with two automobiles, forty-eight sacks of empty bottles, ten cords of wood, fifty-six boxes, thirteen sacks of potatoes, seven

## AMERICAN FARMERS

(Continued from Page One.)

a co-operative cannery, or of interesting some independent packing company on the coast to build a cannery in which the growers should have an important interest. It was also rumored that local interests, backed by one of the strongest financial houses in the Territory, had been considering the matter of establishing a cannery to handle the product of the new settlement.

Mr. Dole stated to the homesteaders that it is the intention of his company to move the present cannery factory at Haiku to the seaport of Kahului, the fruit from the entire Haiku district being shipped in by rail, as is at present done by this company on Oahu.

It is expected that before the new district has any fruit matured that the Kahului Railroad will have been extended from Paia, its present terminus entirely through the tract, a distance of six or seven miles, thus putting the settlers in close touch with a seaport. The surveys for this extension have been practically completed and materials have been ordered, and it is understood that work will be begun within a few weeks' time.

#### Settlers Getting Busy.

There will probably be no time lost by the majority of the homesteaders in getting their places improved. Some of the local residents, who are members of the associations, have already made good progress in this direction, and a number of contracts have been made by newcomers for having their land cleared and plowed. Already the sky is thick with smoke from burning brush and grass. The Lindsay Association took up all but two or three of the lots in the 1200 acres opened, numbers nine members and is composed entirely of Maui residents. They had taken possession of their lots some time before the official drawing and a number of them already have pineapples planted.

The members of the Lindsay association are as follows: W. I. Wells, E. C. Mellor, Marilda K. Smith, Marguerite Vaughan, James Lindsay, Elizabeth J. Lindsay, Thurston R. Hinckley, H. M. Wells and Isabella C. A. Lindsay.

Who Homesteaders Are.  
The California Settlement Association comprises the following members: Edward B. Blanchard, Honolulu; Henry L. Sauters, Coahella, Cal.; Sylvanus T. Starrett, Coahella, Cal.; Dana B. Newell, Honolulu; Miss Flor-

ence Wood, Honolulu; Will J. Cooper, Honolulu; Walter C. Hamilton, San Jose, Cal.; Carlton C. James, Honolulu; Frederick G. Krauss, Honolulu; Mrs. Ida M. Case, Seattle; Mrs. Georgiana M. White, Saskatchewan, Canada; Miss Lucia Shepherdson, San Jose, Cal.; Mrs. J. J. Dowling, Honolulu; Carl Sommerfeld, Waikuku, Maui; Joseph Lubwin, Heeia, Oahu, and Owen Starkey, Los Angeles, Cal.

Two members dropped out of the association, but their places were quickly filled. Grandin Bray, of San Jose, did not find things to his liking, and will return to the Coast today in the Honolulu. J. S. Walker, who is now employed in Maui, also decided not to put in an application.

Conditions Strict.  
At the assignment of lots by Land Agent Aiken, special attention was called to the clause in the contract prohibiting assignment of the property or any interest in the lots during the homesteading period. It is understood that the Territory expects to have the laws fully complied with in these homesteads, but it is believed that the applicants are all thoroughly in earnest and within a year will have established their homes on their property as the law requires, and will make permanent citizens of Maui.

Some of the newcomers have already made arrangements for beginning residence, and Owen Starkey, who arrived here from Los Angeles only a week ago, purchased lumber for a temporary shack, has purchased a supply of groceries, and within a day or two will be established on his land. Mr. Starkey had drawn a lot which was the smallest (only fourteen acres) and otherwise least desirable piece in the tract, and he was much disappointed when he saw it. He had taken his trunk with him, but immediately decided that he could not make good on that land, and so ordered his baggage aboard the Honolulu to go

back to the Coast. However, at the drawing, by the dropping out of an original member, he had the opportunity to get a very fine lot, and he snapped up the chance at once, had his trunk put ashore again, and is enthusiastically preparing to get his home established.

#### Plans of a Small Farmer.

"I am going to go slow in this thing," declared Mr. Starkey, "and I shall not make any heavy splurges until I see my way clearly. I am going to do a little experimental work this year, and want to study conditions. I had nothing in sight on the Coast for this winter, and I can live here just as well as back there, so I'm going to improve the time as best I can. I shall have my wife come over as soon as I can get a place for her on the ranch. I am very well satisfied with the outlook."

Henry L. Sauters, one of the homesteaders, made the trip from the Imperial Valley country of southern California especially to take up the land he has secured. He has been away from home almost six weeks, traveling most of the time, and he will leave by the Honolulu today on his return. He expects to return with his family, some heavy draft horses and farm machinery not later than next July.

Mr. Sauters is a "small farmer," who has made good in several different parts of the country. For a number of years he has been engaged in diversified agriculture at Coahella, Cal., and, although he has several grown sons, he found it necessary to hire two additional men to help take care of his interests while he was on this present trip.

"I haven't any complaint to make with my success in the Colorado desert," said Mr. Sauters, "but it isn't an ideal place to live. Hawaii is, and it seems to me there are large possibilities here. I spent two days in looking over my new lot, and it looks better to me the more carefully I examine it. In fact, I am very much pleased. I am also pleased with the people I have met in Maui. It would have been hard to have imagined a more cordial reception than we were given by the people living in Haiku, and I shall be proud to be one of them."

#### Warm Reception to Settlers.

Upon the arrival of the Claudine on Saturday morning the newcomers all started at once by train and carriage for the new lands. Until two o'clock most of them spent the time in tramping over the lots, locating their lots and getting a general idea of the situation. At two o'clock they all gathered at the home of James Lindsay, where a most substantial and delicious lunch was served to the hungry homesteaders, a la buffet. The Lindsay says were assisted in this small undertaking by the Whites, Mellors, Baldwin, Wells and others. Most of the strangers remained as house guests of the various Haiku families over Sunday. That the cordial reception was appreciated was evidenced by the comments heard from nearly every one who talked of the trip. On the other hand, the new arrivals seem to have made an equally favorable impression on Maui people, who look forward with considerable anticipation to the time when they shall be actually a part of this community.

#### More Land to Be Opened.

Surveys are going forward as rapidly as possible on two other tracts of land adjoining the new homesteads, each of which contains about 600 acres of good pineapple land. The land is privately owned by the Alexander & Baldwin interests, but, under an agreement with the Territory made a number of years ago, one of these places will be subdivided and opened for settlement as soon as practicable. It is reported that the other will be opened later. S. T. Starrett, Territorial marketing agent, has already been besieged with applications from persons desiring to get a piece of the new land.

#### Improvements Planned.

After the drawing today, the members of the two associations held a meeting and appointed a committee to work out a plan for the combining of both organizations. The matter of getting immediate action on various roads, which will have to be made before some of the lots can be developed, was also discussed. The matter of securing a public hall of some kind for the district, a school and a public park reserve on one of the lots not pre-empted, because unsuited in size and character for a homestead, was also discussed, and committees appointed to work out the plans suggested.

#### Health for the Children

Every parent notes with anxious eye the first symptoms of the children's failing health; the pale cheek, listless manner and capricious appetite speak more plainly than any words, for the well child is a veritable storage battery of animal spirits.

Renewing the appetite is the first step back to health and

#### Stearns' Wine of Cod Liver Extract

given faithfully for a short time will do it. The children need not even know it is a medicine for the taste is very pleasant and does not suggest cod liver oil in the least. But the effect is certain.

For persons of every age Stearns' Wine of Cod Liver Extract is an unfailing tonic, appetizer and strength renewer. Get it at your druggists, and be sure you get STEARNS'—the genuine.